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CIVIL AIR PATROL



MAXWELL AFB, ALA. 36112

# NEWS

VOLUME 6, NO. 6

## Cadet Text

MAXWELL AFB, Ala. — A new, single volume aerospace education text is under development at National Headquarters to replace the seven texts currently being used in the Civil Air Patrol Cadet Program. This new text will be printed by Sept. 1, 1974, and will be included in achievement packets beginning on that date.

The new text is titled "Your Aerospace World," and has been written specifically for the age level of the beginning CAP cadet. Much of the very technical aerospace information currently found in the seven texts has been deleted and the treatment of the aerospace material has been generalized.

This single volume text contains six chapters, each of which is about 30 pages in length. The new text will be included in Achievement Packet 2, and the aerospace education requirement for each achievement (2-7) in Phase II will be fulfilled by one chapter in the new text. After September 1 there will no longer be an aerospace education requirement for the Curry Achievement in Phase I.

Two additional changes that will accompany the new text are: (1) The student workbook now used with each of the seven texts will be replaced by review exercises which will appear at the end of each chapter of the new text; and (2) The oral debriefing on each text now used for contract completion will be replaced by a locally controlled exam for each chapter of the new text. This locally controlled exam will be administered by the unit testing

(See Cadet Text, Page 2)



**ACADEMIC GRANT** — Brig. Gen. Leslie J. Westberg, (right), national commander of Civil Air Patrol, accepts check for \$750 from Col. Hervey S. Stockman, a returned prisoner of war and president of the Class of '74 of the Air War College. The check represented a gift from the class to CAP for an academic grant to a cadet. (USAF Photo by Russ Brown)

## President Announces Major DOD Changes

WASHINGTON, D. C. — President Richard M. Nixon has nominated Gen. George S. Brown, Air Force Chief of Staff, to become the next chairman of the Joint Chiefs of Staff. General Brown, who assumed his present post in August 1973, would become the first Air Force general to hold the nation's highest military position since Gen. Nathan F. Twining retired in 1960.

Upon confirmation by the senate, General Brown would replace Adm. Thomas H. Moorer, who is scheduled to retire in July.

The President also has nominated Gen. David C. Jones, 4th Allied Tactical Air Force commander and USAF's Europe commander, to become Air Force Chief of Staff.

General Brown, 55, was born in Montclair, New Jersey. He was graduated from West Point in 1941. General Brown has served in senior assignments in Washington, D. C. He was named executive to the Air Force Chief of Staff in 1957.

He served as the assistant to the chairman, Joint Chiefs of Staff from August 1966 to August 1968. He then assumed command of the 7th Air Force and also became deputy commander of Air Operations, United States Military Assistance Command-Vietnam (MACV).

(See DOD Command Changes, Page 2)

## Hess Establishes Foundation

MAXWELL AFB, Ala. — Civil Air Patrol cadets will benefit in the future from the generosity of Lt. Col. (Dr.) William C. Hess, Pacific Region finance officer.

Colonel Hess has established the Hess Educational Foundation whereby half the income from a fund of a third of a million dollars will be given annually to Headquarters, Civil Air Patrol upon the demise of him and his wife, Capt. Lila R. Hess, PACR reports control officer.

The annual income of the Foundation, which at present is about \$35,000 will be divided equally between CAP (with the funds earmarked for use in the International Air Cadet Exchange program) and the high school in North Dakota from which Colonel Hess was graduated in 1931.

Colonel Hess became impressed with the value of the IACE program in 1971 when he served as Senior Escort to Singapore.

A retired psychologist and a CAP member since 1966, Colonel Hess holds the Gill Robb Wilson Award in addition to being a graduate from the Air Command and Staff College.

Contributions such as this living memorial to Colonel Hess will assist CAP in continuing this international exchange of air-minded youth which began in 1948.



## AWC Presents Grant To CAP

MAXWELL AFB, Ala. — The Air University's Air War College, Class of '74 recently presented a \$750 academic grant to Civil Air Patrol to be used by one of the organization's cadets.

Col. Hervey S. Stockman, returned prisoner of war, presented the grant on behalf of the class to Brig. Gen. Leslie J. Westberg, USAF, national commander.

Colonel Stockman, who is president of the AWC Class, was a prisoner of war from

1967 to 1973. The AWC is one of the Air University's schools which offers advanced military studies to senior Air Force officers.

Winner of the \$750 Undergraduate Grant is Cadet 1st Lt. Skye M. Mitchell, a member of the Albuquerque Composite Squadron (New Mexico Wing). She has been in CAP for two years.

Cadet Mitchell has received many diverse honors including first place honors at Regional Science fairs, selection for National Honor Society and Who's Who in America's High Schools, selection as "Miss New Mexico Aviation 1974" and New Mexico's outstanding cadet in 1973.

Another new grant was added this year — that of Casaday-Elmore Ministerial Grant. This grant was established by Col. Thomas C. Casaday, CAP vice chairman, in honor of his father and father-in-law.

Cadet 2d Lt. Jeffrey W. McCammon of the North Platte Composite Squadron (Nebraska Wing) was named winner of the \$500 grant.

McCammon has been in CAP for two years and has served as cadet commander of his unit.

(See Scholarship, Page 3)

## Female Uniform Items Available

MAXWELL AFB, Ala. — With the exception of five items, the restriction on the sale of WAF uniform items to female CAP members was removed on May 3, 1974. The restriction on the following items will be removed on the dates indicated:

1. July 1, 1974—Coat, WL/Poly, Blue 1549, 10 oz., FSN 8410-249-4812 Series.
2. Aug. 1, 1974—Beret, Blue 1571, FSN 8410-177-5060 Series.
3. Sept. 1, 1974—Raincoat, FSN 8410-230-0968 Series.
4. Oct. 1, 1974—Slacks, Ctn/Poly, Blue 1517, FSN 8410-958-2128 Series.
5. Jan. 1, 1975—Shoe, Oxford, FSN 8410-577-5206 Series.

WRIGHT-PATTERSON AFB.

Ohio — Civil Air Patrol's Hall of Honor was scheduled at press time to be officially dedicated at the Air Force Museum here on May 31.

The Hall of Honor will pay tribute to CAP members, past and present, who were instrumental in helping establish the organization or in its development over the years. Twelve persons have been elected to the hall to date. They are:

— Gill Robb Wilson, now deceased, one of the founders of Civil Air Patrol and its executive officer in 1941 and 1942;

— Gen. Carl A. Spaatz, USAF (retired), chairman of the national board, 1948-1959;

— Brig. Gen. D. Harold Byrd, CAP, chairman, national board, 1959-1960, and one of CAP's founders;

— Brig. Gen. William C. Whelan, CAP, chairman, national board, 1960-1962;

— Brig. Gen. Paul W. Turner, CAP, chairman, national board, 1962-1965;

— Brig. Gen. Lyle W. Castle, CAP, chairman, national board, 1965-1968, and present national legal officer;

— Brig. Gen. F. Ward Reilly, CAP, now deceased, chairman, national board, 1968-1970;

— Col. Clara E. Livingston, CAP, charter member and commander, Puerto Rico Wing, 1956-1972;

— Col. Joseph S. Bergin, CAP, charter member and commander, Utah Wing, 1941-1949 and 1957-1962;

— Col. Allan C. Perkinson, CAP, charter member and commander, Virginia Wing, 1941-1968;

— Maj. Gen. Lucas V. Beau, USAF (Retired), national commander, 1947-1955;

and Col. Edwin Lyons, CAP, charter member and commander, Northeast Region, 1961-1971.

The Hall of Honor, physically, will consist of an exhibit in the Air Force Museum containing plaques of those elected to the hall and listing the offices they held and the dates.





**BRIEFING**—Cadet Ronald Faull of the San Andreas Squadron 54 (California Wing) is briefed on the history and mission of the Strategic Air Command's 93d Air Refueling Squadron at Castle AFB, Calif., by Air Force Maj. Richard Spring, a KC-135 Navigator and a CAP senior member. Cadets from five California units recently toured the Castle AFB facilities.

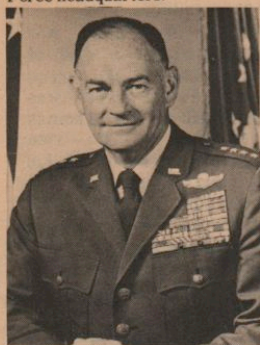
## DOD Command Changes

(Continued from Page 1)

In September 1970 General Brown assumed duties as commander, Air Force Systems Command with headquarters at Andrews AFB, Md. He was named Air Force Chief of Staff in 1973.

General Jones who was born in Aberdeen, S.D., in July 1921, enlisted in the Army-Air Corps in April 1942 as an aviation cadet. He received his pilot wings and was commissioned a second lieutenant upon completion of flying training in February 1943.

General Jones' military career has been characterized by broadly diversified assignments. His experience ranges from TAC fighter operations to SAC bombers. He has also served in almost all levels of command from TAC units in the field to major command and Air Force headquarters.



GEN. BROWN



GEN. JONES

## Gp. Searches For New Ideas

ROCHESTER, N. Y. — As part of the expanding search for sources for new members and new ideas, four members of the Rochester Civil Air Patrol Group recently attended the Otetiana Council's Explorer Recognition banquet.

There, the cadets talked to Explorers and their advisors about CAP and the upcoming merger of personnel which will permit explorers in the fields of law enforcement, fire fighting and aviation to study emergency services with CAP. CAP will provide their facilities and expertise to make it one of the largest groups of professionally trained emergency services people to assemble in this area.

More than 400 explorers, advisors and sponsors attended the banquet which recognized the outstanding jobs that many had done during 1973.

## Security Seminars Set

The Industrial College of the Armed Forces (ICAF) has announced the scheduling of seven national security seminars to be conducted during the 1974-75 school year. These educational programs run approximately ten days each and are designed to provide Reserve Officers and interested civilians with current knowledge concerning national security affairs and national and international security problems.

Attendance by CAP senior members is encouraged and can be arranged by interested individuals through contacting the Chamber of Commerce of the participating host city.

The 1974-75 schedule is as follows:

PLACE	DATES
Missoula, Mont.	Oct. 7-18, 1974
Charlotte, N.C.	Nov. 4-15, 1974
Lafayette, La.	Jan. 6-17, 1975
Montgomery, Ala.	Feb. 3-14, 1975
Salt Lake City, Utah	Mar. 10-21, 1975
Vallejo, Calif.	Apr. 14-25, 1975
Newburgh, N.Y.	May 12-23, 1975

## O & M Sq. Aids Sister Unit

HONOLULU, Hawaii — Hawaii Wing's Operations and Maintenance Squadron has undertaken the project of supplying tow pilots and operating the glider tow plane for the Mokuleia Squadron glider activity.

Each Saturday, the Mokuleia Squadron furnishes glider instructors and aircraft for orientation rides for cadets of the Oahu-based CAP squadrons at no cost.

Also, each Saturday, the L-19 aircraft, operated by the Operations and Maintenance Squadron, has been flying to Dillingham where the cadets receive their training.

Officials of the Mokuleia and Operations and Maintenance Squadrons worked together to iron out details of this joint venture to make it possible for cadets to participate in the glider orientation program.

## DAR Honors Cadet James

CHARLOTTE, N. C. — Cadet MSgt. J. E. James, cadet commander of the 111th Air Rescue and Recovery Squadron, has been selected to receive the Daughters of the American Revolution Bronze Medal.

The award is in recognition of students in ROTC who have demonstrated outstanding ability and personal achievement. To qualify, a student must be rated high in both ROTC and academic subjects.

The medal is awarded each year to a student in each high school which has a Junior ROTC program. Sergeant James received the medal from the Liberty Hall Chapter of the Daughters of the American Revolution.

## Unit Conducts Ground School

HICKORY, N. C. — The Hickory Composite Squadron recently began a private pilot "ground school" as part of their regular Monday evening meetings.

The program is designed to prepare participants for the private pilot written test administered by the Federal Aviation Administration. Successful completion of a written test, along with oral and flight tests, is required to earn a private pilot license from the FAA.

CWO Steve Heffner, CAP, a certified instructor, is teaching the course which is open to both senior and cadet members.

## Course Gets 'High' Praise

RATHDRUM, Idaho — "I never knew you could learn so much about yourself in only two days and I recommend every pilot, observer and passenger go through the course."

This is how a CAP pilot from the Coeur d'Alene Composite Squadron reacted after recently completing two days of physiological training at Fairchild AFB, Wash.

The training was conducted by Air Force instructors who stressed the effects of drugs, alcohol, fatigue and emotional well-being on the pilot's ability to fly an aircraft. Their instructions also included how to use different types of oxygen equipment.

Twelve seniors and four cadets who are active in the cadet flying program had the opportunity to complete the training. On their second day they went for a chamber flight.

During the flight, that took them to over 40,000 feet, they tested their reactions at different altitudes both on and off oxygen.

## New Cadet Text

(Continued from Page 1)

officer in the same manner as the exam now used in the Leadership Laboratory. If the cadet scores 70 per cent or higher on the exam, the aerospace education requirement may be checked off for that contract.

This new text is not a change merely for the sake of change, but it is to provide a more

modern, streamlined aerospace education curriculum which will benefit both the cadets and the senior leadership in CAP. In addition, using only one text will reduce the overall cost of the six achievement packets in Phase II.

**NEXT MONTH** — The plan to transition cadets into the new textbook will be discussed.

## ADDRESS CHANGE?

MAIL THIS FORM TO: HQ CAP-USAF/DPYD MAXWELL AFB, ALA. 36112

NAME \_\_\_\_\_

STREET \_\_\_\_\_

CITY \_\_\_\_\_

STATE \_\_\_\_\_ ZIP \_\_\_\_\_

CAPSN \_\_\_\_\_ (CIRCLE ONE) SENIOR/CADET

CHARTER NO. \_\_\_\_\_ EFFECTIVE DATE \_\_\_\_\_

We suggest you use any extra copies in promoting/advertising Civil Air Patrol by leaving the CAP NEWS where non-members will get an opportunity to read it. (Public Libraries, doctors offices, etc.)



# Scholarship Winners Named

(Continued from Page 1)

Another grant initiated last year is the Fay Satterfield Chambers Science Grant. She is the wife of former Southwest Region commander Col. Claude L. Chambers. Colonel Chambers served in that position from August 1968 to November 1970. Cadet Capt. Roger D. Ritter of the Laughlin Composite Squadron (Texas Wing) is the recipient of this \$500 grant. He has been a member of CAP for four years and has served as cadet commander of his unit.

In addition to these three one-year grants, 40 scholarships were renewed, 13 four-year scholarships were awarded along with 13 other one-year grants, totaling more than \$41,000.

New Scholarship winners are:

## EDUCATION

C/Maj. Nayda L. DeJesus, Box 163, Parcelas Aguas Claras, Ciego de Avila, Ciego de Avila High School Cadet Squadron. Col. Joe Moody, CAP Scholarship (\$500).

C/Lt. Col. Suzanne B. Rapp, 1061 Monroe Ave., Rochester, NY 14620, Rochester Cadet Squadron. Geneva Farris Putnam Scholarship. (\$500.)

## ENGINEERING

C/Col. George S. Rose, 3710 Meadow Dr. Erie, PA 16506. Erie Composite Squadron. Gill Robb Wilson Scholarship (\$1,000).

C/2d Lt. Joseph E. Baka, 27063 Avondale, Inkster, Mich. 48141. Cherry Hill Cadet Squadron. Lt. Col. Virgil Grissom Scholarship (\$750).

C/Maj. Leonard A. Palka, 9 So. 171 Farmingdale Dr., Darien, Ill. 60559. Hometown Composite Squadron. Col. Ben McGlashan, CAP Scholarship (\$500).

C/Col. Ronald P. Ward, 776 Charing Cross Rd., Baltimore, Md. 21229. Catonsville Composite Squadron. Brig. Gen. Lyle Castle, CAP Scholarship (\$500).

## HUMANITIES

C/Lt. Col. Russell H. McCarter, 29 Bridge St., Millis, Mass. 02054. Norfolk County Cadet Squadron. RADM Alan B. Shepard, USN, Scholarship (\$500).

C/2d Lt. Christopher Wist, 11565 Links Dr., Reston, Va. 22090. Herndon Composite Squadron. Dr. Monroe Hatch Scholarship (\$500).

## SCIENCE

C/Col. Stephen G. Atkins, 7102 Carlsen Ave., Indianapolis, Ind. 46224. Weir Cook Cadet Squadron. Will Rogers Scholarship (\$1,000).

C/Col. Barbara A. Stack, 19610 SW 89th Ave., Miami, Fla. 33157. Cutler Cadet Squadron. CAP Scholarship (\$1,000).

C/WO Pamela J. Olp, 1424 Marshall Rd., Green Bay, Wisc. 54303. Green Bay Composite Squadron. CAP Scholarship (\$750).

C/Lt. Col. Robert E. Herd, 4603 Melody Ln., Wichita Falls, Tex. 76302. Wichita Falls, Cadet Squadron. Richard C. duPont Scholarship (\$500).

C/Lt. Col. Sheila J. Parkhurst, RFD 2, Colebrook, NH 03576. Border Composite Squadron. C. R. Smith Scholarship (\$500).

C/Col. Howard F. Eisinger, 248 Congressional Ln, Rockville, Md. 20852. Bethesda-Chevy Chase Cadet Squadron (\$500).

## UNDERGRADUATE GRANTS

C/Lt. Col. Jan K. Bateman, 4578 Hampshire Ave., Norfolk, Va. 23513. Norfolk Composite Squadron. Science grant (\$500).

C/Col. Mark D. Bergen, 1949 W. Superior St.,

Chicago, Ill., 60622. Mid-Town Cadet Squadron. Humanities Grant (\$500).

C/Col. Robert L. Hinman, 544 Melanie Dr., Montgomery, Ala., 36109. Maxwell AFB Cadet Squadron. Engineering Grant (\$500).

WO Debra J. Wilson, RR 1, Box 161, Bovey, Minn., 55709. Grand Rapids Composite Squadron. Education Grant (\$500).

## ADVANCED UNDERGRADUATE GRANTS

1st Lt. Christine O. McKannon, 147-3 Arnold Dr., West Lafayette, Ind., 47906. Indiana Wing Headquarters. (\$500).

C/Col. John H. Campbell, 3428 34th St., Washington, D. C. 20002. Fairfax Composite Squadron. (\$500).

C/Col. George G. Roy, 8176 So. Knox, Chicago, Ill. 60652. Hometown Composite Squadron. (\$500).

C/Col. Theresa L. Rice, 264 Willowdale Rd., Morgantown, W. Va. 26505. Morgantown Cadet Squadron. (\$500).

C/Lt. Col. Carol G. Rosch, 941 Plover Ave., Miami Springs, Fla. 33166. Cutler Cadet Squadron (\$500).

## GRADUATE GRANT

2d Lt. Sharon A. Falkenheimer, 15 Ground Place, Albany, N.Y. 12205. Albany Composite Squadron (\$1,500).

## TECHNICAL-VOCATIONAL GRANTS

C/Lt. Col. Marilyn C. Engler, 2806 West Oriole Dr., Milwaukee, Wisc., 53209. Milwaukee Composite Squadron. Robert Cummings Grant (\$500).

C/Lt. Col. Teresa M. Berezney, 965 St. Agnes Ln., Baltimore, Md. 21207. Catonsville Composite Squadron. Jean T. Tripp Grant (\$500).

C/Lt. Col. Curtis E. Cowell, 113 Nimitz St., Hickam AFB, Hawaii 96553. 76th Cadet Squadron. Col. Leroy G. Cooper, USAF, Grant (\$500).

The following alternates (listed in the order of their priority for selection) were named to receive a scholarship/grant should one or more of the winners become unable to utilize an award.

C/Lt. Col. Charles V. Hayes, Binghamton Cadet Squadron. C/1st Lt. Judith A. Shotwell, Tri-County Composite Squadron.

C/Col. Steven W. Smith, Bountiful Composite Squadron. C/Capt. Martha G. Cruz, Celis High School Cadet Squadron.

C/Maj. Jeanette K. Rockey, Kansas City Composite Squadron. C/Maj. Craig C. Harbuck, El Dorado Composite Squadron.

1st Lt. Jeanette M. Commons, Ashland Composite Squadron. Those scholarships renewed are:

C/Maj. Paul J. Ackman, CAP Science. (\$500). C/Lt. Col. Theresa A. Ascher, CAP Humanities. (\$500).

C/Capt. Joseph C. Bateman, Donald W. Douglas Engineering. (\$500). C/Maj. Lyndsay A. Campen, Elmer P. Wheaton Humanities. (\$500).

C/WO Barbara S. Clark, Eunice J. Naylor Education. (\$500). C/Lt. Col. Eric P. Dahl, CAP Science. (\$500).

C/Capt. Douglas A. Dahley, Jacqueline Cochran Science. (\$750). C/Lt. Kirk D. Dameron, Dr. Roland H. Spaulding Engineering. (\$750).

C/Lt. Col. Don C. Demo, Gen. Carl A. Spatz Engineering. (\$1,000). C/Lt. Col. Lance J. Edwards, CAP Education. (\$500).

C/Lt. Michael A. Fisher, CAP Engineering. (\$500). C/Col. Amy P. Gier, Gen. McElroy Science. (\$1,000).

C/Col. Karen M. Groz, Brig. Gen. D. Harold Byrd, CAP, Humanities. (\$1,000). C/Maj. Sara J. Groves, CAP Education. (\$500).

C/Maj. Paul J. Gurecki, Charles W. Webb Education. (\$500). C/Lt. Col. Mary Ann Hartmann, Brig. Gen. James Stewart Humanities. (\$750).

C/Lt. Col. Meredith A. Kamikawa, Mattie Carruth Byrd Humanities. (\$500). C/WO Heidi Kapanka, Brig. Gen. Paul Turner, CAP, CAP Science. (\$750).

C/Lt. Mark E. Kennedy, William C. Whelan Humanities. (\$500). C/Lt. Ann M. la Plante, Col. Paul Ashworth Humanities. (\$750).

C/Lt. Col. Deborah A. Loewer, Dr. Mervin K. Strickler Science. (\$1,000). C/Lt. Charles J. Lauer, Brig. Gen. F. Ward Reilly, CAP, Engineering. (\$500).

C/2Lt. Eileen F. MacKrell, Col. John H. Glenn, USMC, Humanities. (\$750). C/Lt. James J. Peterson, NB Chairman Science. (\$500).

C/Lt. Col. Mary K. Purcell, Col. Joe Mason Science. (\$750). C/Capt. Janice E. Reeder, CAP Education. (\$500).

C/WO Patti A. Rigby, Dr. Edward Lambert Science. (\$750). C/Maj. Penelope A. Rhude, Dr. Harold Mehrens Humanities. (\$500).

C/Lt. Col. Michael S. Schwartz, CAP Science. (\$500). C/Col. Peter O. Shull, Jr., Dr. Werner von Braun Science. (\$1,000).

C/Col. Anne M. Skeberdis, Grover Loening Humanities. (\$500). C/Capt. Carl I. Soderland, Raymond Mertes Humanities. (\$500).

C/Col. Mark L. Sweeney, Capt. Walter M. Schirra, USN, Engineering. (\$500). C/Capt. Robert J. Tidona, Donald K. Slayton Engineering. (\$500).

C/Lt. Col. Cary F. Veith, General Age Engineering. (\$1,000). C/Capt. Jeffrey C. Wachs, Wiley Post Humanities. (\$1,000).

C/Capt. Jo Ann Wierczowski, Commander Carpenter, USN, Science. (\$500). C/Lt. Col. Jeffrey K. Ellis, Col. James T. Granbery, CAP, Science. (\$500).

# RCC Speeds-Up Move

MAXWELL AFB, Ala. — Headquarters CAP-USAF has been advised by Aerospace Rescue and Recovery Service that the consolidation of the three Rescue Coordination Centers (RCCs) in the United States has been accelerated.

The Central RCC at Richards-Gebaur AFB, Mo., was deactivated on May 10. On the same date, the new RCC at Scott AFB, Ill., was activated. The Eastern RCC at Eglin AFB, Fla., transferred its responsibilities to Scott on May 30. The Western RCC at Hamilton AFB, Calif., will transfer its responsibilities to Scott on June 15.

After the dates indicated above all communications are to be directed to the AFRCC at Scott AFB.

Telephone Numbers: Toll free — 800-851-3051; if busy call 618-256-4815 collect. If Autovan is available dial 638-4815.

Mailing address: HQ ARRS (MAC), Air Force Rescue Coordination Center, Scott AFB, Ill. 62225.

# Red Cross/CAP Unit Team-Up To Save Life

CLEVELAND, Ohio — The Civil Air Patrol and Cleveland Chapter of the American Red Cross recently teamed together

to make emergency blood airlifts to help save the life of a 65-year-old Orwell, Ohio man who has a rare blood type.

## Calif. Members Tell 'CAP Story'

NORTH HOLLYWOOD, Calif. — Four San Fernando Valley members of the California Wing recently appeared on a half hour TV show entitled "Stop, Look and Listen" to relate their experiences in CAP and explain their reasons for becoming members.

The program was aired on KCOP Channel 13 and opened with producer-moderator Florence Thalheimer quoting a motto of the all volunteer organization "Civil Air Patrol Has It All" and added "It is so true."

Highlighting the program was the explanation of a search for a lost aircraft from the time a CAP pilot files his flight plan to the ramp check and following take-off on the mission.

Mrs. Thalheimer closed the program as she referred to CAP members as "unsung heroes."

The flights to the Youngstown Municipal Airport where the blood was picked up and driven to Warren General Hospital, were the first in a blood-delivery program inaugurated by CAP and the Red Cross.

The deliveries became necessary when Elliot Jackson, who was injured in a car accident, needed three pints of AB-negative blood after he was brought to the hospital. The flight was made by CAP Lieutenants Roger Hermann and Franklin Porath.

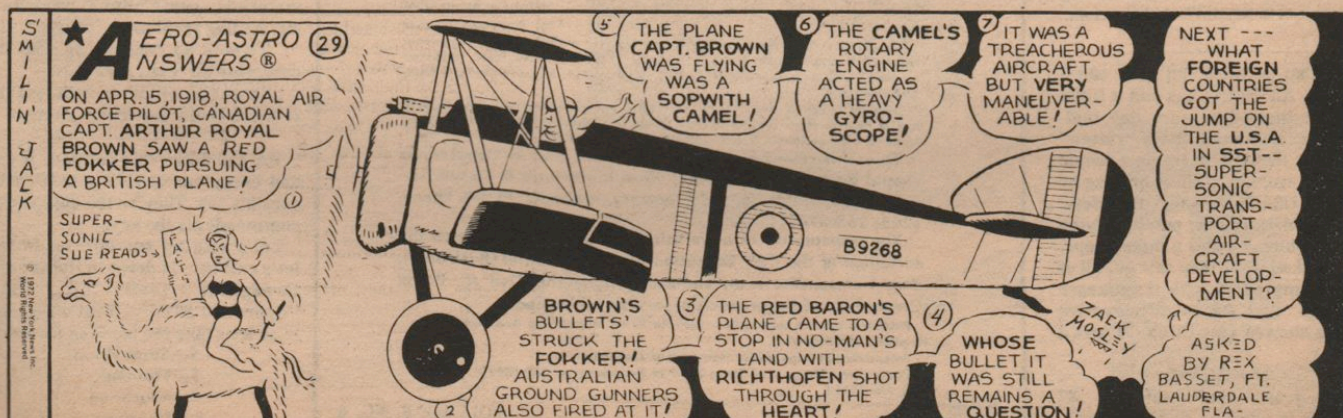
The following day additional blood was needed for surgery and Capt. Carmen Montello and Lt. William DeFlorville flew the mission. A later flight was necessary and was performed by SM Milos Ukmar and Lieutenant Porath.

All the pilots are members of the Cleveland Senior Emergency Services Squadron 496 stationed at Cuyahoga County Airport in Richmond Heights.

# BOX SCORE

Seniors	34,609
Cadets	24,646
GAM	510
Total	59,765

(As of April 30, 1974)  
(909 Decrease Since Jan. 1, 1974)





## From The Commander

## Closing The CAP Gap

by Brig. Gen. Leslie J. Westberg, USAF  
National Commander

It has been my privilege and pleasure to travel extensively and to meet Civil Air Patrol members from every echelon of this great organization during my tenure as National Commander. During these meetings and in ensuing discussions, I have become aware of a problem that I call the "CAP Communications Gap."

I will be discussing a program with a Civil Air Patrol member and his or her reaction all too

frequently is "I wish that I had heard about that program (or project) before now. My unit could have made a real contribution. When I mention that the program was publicized in the CAP Monthly Bulletin, the next reaction is "What is that?"

To solve this problem and close the CAP communications gap, we are



starting a new program. Beginning with the July issue of your CAP NEWS, and continuing with every second month thereafter, each member will get a four page Bulletin section delivered in his paper. This special section will take the place the CAP Monthly Bulletin, the Safety Bulletin, the Communications Newsletter, and the Aerospace Education Newsletter.

My staff and I believe that the extra effort we will expend on this program will pay substantial dividends in

getting "the word to the troops," provided every CAP member makes an effort to use this material.

Each commander, especially, should take this Bulletin section and discuss it with his other staff officers to determine its impact and what actions his unit may have to take. Each unit, each staff officer and even each member can maintain a file of these sections for ready reference.

The benefits of this program can be unlimited. With your personal support, we can close the CAP communications gap for good.

## Chairman's Comments

## Old Problem--New Concern

by Brig. Gen. William M. Patterson, CAP  
National Board Chairman

On Dec. 17, 1903, a United Brethren preacher in Dayton, Ohio, received a telegram from his son.

**SUCCESS FOUR FLIGHTS THURSDAY MORNING ALL AGAINST TWENTY-ONE WIND STARTED FROM LEVEL WITH ENGINE POWER ALONE AVERAGE SPEED THROUGH AIR THIRTY-ONE MILES LONGEST 59 SECONDS INFORM PRESS HOME CHRISTMAS.**

Understandably, Orville Wright didn't tell his Dad that their frail plane was put out of commission by a strong gust of wind that swept the sand dunes at Kitty Hawk. So, logically, if the Wright's achievement was man's first successful sustained flight, their damaged plane also has to be our first recorded aircraft accident. Since then, seven decades have passed and flight safety has become an exacting science.



But one thing hasn't changed. Orville was hesitant in telling Bishop Wright about the mishap...and ever since, most people are reluctant to give aircraft accidents public exposure. This is nonsensical. Another twist to the ostrich syndrome, sweep it under the rug...maybe it'll go away! It's a problem. And, the first step in solving any problem is to admit that it exists.

With that in mind, let's all admit that Civil Air Patrol has had a flight safety problem for years and that, right now, we've still got a "rotten" record. At the NEC meeting a couple of months ago, an excellent briefing by our CAP-USAFA Director of Safety, Lt. Col. Ed Harrison, put our flying safety problems under a microscope. Nobody liked what they saw but all of us were impressed with the manner in which his statistical/narrative briefing showed that Circa '73 was a bad year.

## 47 MISHAPS

Last year, CAP suffered 27 accidents in addition to 20 incidents.

(In essence, the difference between accident and incident is determined by the seriousness of injury or extent of equipment damage.) Lumped together, they're called mishaps. So, in 1973, CAP had 47 aircraft mishaps.

To get the overall picture, it's important to remember basic facts about the Civil Air Patrol air fleet. At year's end it consisted of 785 corporate aircraft of 46 varieties. Only 13 of these were involved in our 47 mishaps. By far, the majority occurred in tail wheel aircraft (30 of 47). Tricycle gear accounted for 16 mishaps and the other involved a glider. Additionally, we had 12 ground accidents which damaged 14 aircraft.

In all, there were 61 CAP planes damaged in 1973 which cost you and me more than a hundred thousand dollars. And there's no way to put a price tag on the three Civil Air Patrol members who lost their lives last year.

## THE ACCUSATORY FINGER

When it comes to aircraft accidents, the two most common and chilling words in any language are ... PILOT ERROR. Flyers have dreaded

this verdict since aviation's earliest days when flying began to take its toll in deaths, accidents and property damage. And well they should. It's not something any pilot will ever forget nor will he be allowed to forget. The accident, the cause and the results become an indelible part of his flying career.

And there's no place to hide. No diluting the impact; no soothing the bruised ego and no watering down the stigma by spreading the blame throughout a group. The accusatory finger points at one person. It's a solo sentence ... pilot error.

None of this is new. We've known for years that pilot error causes most accidents. That's why our incessant emphasis on CAP's poor flight safety record has stressed the need for getting all pilots involved in the fundamental principles of safe flying. Have we been successful? Not on your life! CAP had 27 accidents and 25 of them -- twenty-five -- were caused by pilot error. Here's our scorecard. I detest making it public but dirty laundry needs a good airing to become clean.

## PILOT ERROR ACCIDENTS

LOST CONTROL	17
FUEL MISMANAGEMENT	3
DID NOT MAINTAIN ALTITUDE	2
SPIN	1
IMPROPER PROCEDURE	1
FAILED TO MAINTAIN VFR	1
TOTAL	25

## BOTTOM OF THE BARREL

Our organization -- which is dedicated to helping any aircraft in distress -- is far, far behind all other aviation groups in safety...even the aero clubs! We're on the bottom of the barrel -- and we're going to stay there until we inject professionalism into each guy or gal who wears CAP pilot wings.

That professionalism begins with a return to the basic fundamentals of flight safety. It ends with the hard-nosed leadership of every commander who has control of corporate aircraft.

Specifically, I expect each commander to:

. Review and personally monitor training programs in tail wheel aircraft. (70% of our mishaps occurred in taildraggers.)

. Establish local flight clinics. Get best qualified instructors to insure pro standards.

. Work with local general aviation district offices and get their accident specialists involved in CAP programs.

. Make certain all pilots have access to education materials...especially on take-off/landing problems.

. Tighten up controls on who flies corporate aircraft.

. Scrutinize all pilots with less than 25 hours in any particular aircraft.

We can solve this problem if each and every one of CAP's 18,000 pilots does his job. They're the core and the commander is the key.

Let's step up our efforts. In fact, let's call our '74 drive to flying safety throughout Civil Air Patrol "Operation STEP". That's the name -- so let's take the big STEP forward.

S—Supervision  
T—Training  
E—Education  
P—Proficiency

## CIVIL AIR PATROL NEWS

☆☆☆☆ USAF AUXILIARY ☆☆☆☆

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The Civil Air Patrol News is an official publication of Civil Air Patrol, a private benevolent corporation and auxiliary of the United States Air Force, published monthly at Headquarters CAP-USAFA (OI), Building 714, Maxwell Air Force Base, Alabama 36112.

Opinions expressed herein do not necessarily represent those of the Air Force or any of its departments. Editorial copy should be addressed to Editor, CAP News, National Headquarters (OI), Maxwell AFB, Alabama 36112.

Questions about advertising rates in the Civil Air Patrol News should be directed to Leavell, Wise, Kimbrough & Ticheli Advertising, P.O. Box 267, Montgomery, Alabama 35101. Phone (205) 265-8747.

The appearance of advertising in the publication with the exception of the CAP Education Materials Center (Bookstore), does not constitute an endorsement by the Civil Air Patrol Corporation of the products or services advertised.

Published by mail subscription (Civil Air Patrol membership dues include subscription). \$2.00 per year.

Second class postage paid at Montgomery, Ala. 36104.

Postmasters: Please send forms 3579 to Headquarters, CAP (DPYD), Maxwell AFB, Ala. 36112.

JUNE 1974

VOLUME 6, NO. 6



# System Established Through Donation

ANCHORAGE, Alaska — The Anchorage Natural Gas Company recently donated \$5,000 to the Polaris Group (Alaska Wing) to assist in establishing a much needed communications system from Merrill Field (home of the group) to CAP aircraft.

The group needed two high altitude VHF FM repeater stations, one located at Site Summit near the missile station on the Chugash Range, east of Anchorage, and the other on Mt. Susitna, west of Anchorage. One would supplement the other as the Mt. Susitna location is difficult to get to during severe winter weather in case of failure, while the one at Site Summit would be easily accessible. Both locations would prove invaluable to the Polaris Group, giving extensive communications capability to Homer, Kenai, Soldotna, Palmer and Seward Squadrons during emergency situations such as a search and rescue, as well as west of Mt. Susitna where there are now many blind spots in communications with CAP aircraft.

The Polaris Group was recently engaged in an extensive search for Dee Scott, electrician and construction foreman for Regers Electric Co., and James L. Montgomery, vice president and treasurer of Anchorage Natural Gas Co., who disappeared while on a one-day hunting trip. The downed plane was located by CAP pilot Tim Murphy and observer Michael Hess.

CAP members spent many hours at the mission control center on Merrill Field and CAP pilots faced severe turbulence in the search area centered on Merrill Pass and adjacent areas. The personnel of Anchorage Natural Gas Co., were greatly impressed by the devotion and skill of the all volunteer members assigned to the search and expressed a desire to help the Group in a needed area in memorial to Mr. Montgomery.

The critical need for communications came up and the Gas Company donated \$5,000 for this vital community-wide needed communications link.

The new sites will be named in honor of Mr. Montgomery.

## Units Perform Mercy Flight For Teenager

GRAND PRAIRIE, Tex. — Two squadrons from the Texas Wing were able to live up to the highest ideals of Civil Air Patrol recently when they performed a mercy flight for a civilian teenager who was in a coma.

Through coordinated efforts in El Paso and Dallas, the girl, Pamela Gene Stapleton, was returned to her home in Dallas at no expense to her family, who were unable to afford the transfer.

Pamela was injured in an automobile accident in El Paso that killed her husband of three days and left her in a comatose state. Although she was receiving adequate medical attention in El Paso, it was becoming a real problem for her parents to travel to El Paso to be with her and still make a living in Dallas. At this point, Lt. Col. Leon S. Brown, formerly commander of the 18th Group, Texas Wing and now commander of the El Paso Composite Squadron, found out about the Stapleton's plight.

Colonel Brown contacted the C. L. Crowder Investment Company of Albuquerque and persuaded them to donate the use of their airplane to move Pamela. He also convinced Francis DePonte, the firm's chief pilot, to donate his time for the mission.

In the meantime, Colonel Brown had contacted Capt. M. A. Billman in Dallas on the CAP Texas Wing Radio Net to see if arrangements could be made to receive Pamela in Dallas. Captain Billman, who is the Communications Officer for the Crusader Composite Squadron in Grand Prairie, a suburb of Dallas, coordinated the Dallas end of the mission. He and two other members of the Crusader unit met the airplane with an ambulance from the Brown-Pike Funeral Home in Grand Prairie to transfer Pamela to a Dallas Hospital.



**TO THE RESCUE** — The ground part of a unique dog sled - airplane simulated rescue exercise which was recently held in Minnesota nears its objective. The exercise involved the Duluth Composite Squadron (Minnesota Wing) and the Heads of the Lakes Dog Sled Association. CAP provide three aircraft and several ground support personnel for the exercise.

## FAA Urges All Pilots To 'Arm' Their ELTs

WASHINGTON, D. C. — The Federal Aviation Administration of the U. S. Department of Transportation recently urged pilots with an emergency locator transmitter (ELT) in their aircraft to make sure the equipment is "armed" so it will be automatically activated in case of accident to speed up search and rescue operations.

There have been a number of general aviation accidents in which ELTs in the airplane were found to be unarmed, FAA said. In one case, a passenger survived a crash for 30 hours but finally died of injuries and exposure. When the wreckage was located, the ELT switch was found in the "off" position.

Public law requires that after June 30, 1974 most of the

more than 145,000 U. S. registered aircraft must carry an ELT and have it armed during flight.

According to FAA, a sufficient number of ELTs now has been manufactured to equip all airplanes that must have them by the June 30 deadline.

## Cadets Learn Paramedics

EVERETT, Wash. — Four Paine Field Composite Squadron cadets recently received instructions in paramedics from another member of their unit, Cadet Matt Selland.

Cadets Don Berry, Andy Jeschke and Dale Heaton have received a certificate indicating that they are qualified as a paramedic 4, while Cadet Mark Douglass received a paramedic 1 rating.

Cadet Selland is a paramedic 8 and has over 2,250 hours in paramedic instruction.

The course is a Civil Defense sponsored program offered free through various agencies. The levels attained range from 1 to 25.

## 2 Pilots Respond To Call

WACO, Tex. — Pilots from Texas' Group 12 recently responded to a distress call and found a downed plane on the Garret Ranch southeast of Austin.

Maj. Orlin Scott and Maj. Karl May of the Group were returning to Waco from a proficiency cross-country flight to Laredo, Tex., when they picked up the distress signal.

After advising the Austin Approach Center that their T-34 aircraft was equipped with a directional finder, they were given the okay to try to pick up the aircraft on their DF.

The CAP duo contacted the distressed aircraft and asked him to continue 3-minute continuous broadcasts. Forty minutes later the downed aircraft called and said he could hear the engine from the CAP aircraft. About 1 minute later he called and said he could see the T-34 at the 12 o'clock position. Major May, who was the co-pilot, spotted the plane approximately one mile dead-ahead.

After advising the Austin tower that they had the aircraft in sight and were in radio contact with him, they were requested to land to get the full story on the aircraft. After landing and talking to the pilot, Robert H. Cole, the pilot of the Cessna 182, they found that he had apparently blown a cylinder causing him to lose all the oil from the engine. Neither he or his passenger had suffered any injuries.

The Garret Ranch is located some 30 miles south-southeast of Austin.

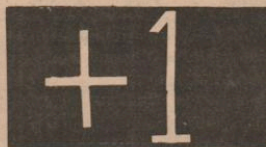


For the benefit of all members of Civil Air Patrol, the latest statistics of search and rescue activities throughout the organization are shown below.

These are unofficial figures compiled by Directorate of Operations at CAP National Headquarters.

(As of May 12, 1974)

Number of missions	118
Number of aircraft	1856
Number of sorties	3431
Flying Hours	6025
Personnel	8992
Mobile radios	2096
Fixed radios	2150
Saves	17
SAR Objectives Located	47



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**SAVE DOWN TIME**

HAVE ONE ON HAND FOR THE NEXT ANNUAL





SPAATZ AWARD  
Lt. Gov. Dougherty and Cadet Col. Warns

## First For South Dakota

SIOUX FALLS, S. D. — Cadet Col. John J. Warns II recently became the first Civil Air Patrol Cadet in South Dakota to receive the Gen. Carl A. Spaatz Award, CAP's highest award for cadets.

Cadet Warns joined the Sioux Falls Cadet Squadron in 1969 and has served as communications officer, operations officer, executive officer and cadet commander. He is the Chairman of the South Dakota Wing Cadet Advisory Council and presently serves as the Director of Cadet Programs, South Dakota Wing.

In addition Warns was the Wing Cadet of the Year for 1973; has been selected to participate in the 1974 International Air Cadet Exchange program and was named deputy commandant of the joint North Dakota-South Dakota summer encampment.

The award was presented by Lt. Governor Bill Dougherty at the wing conference.

## Maine Combines 'All In One'

BANGOR, Maine — The Maine Wing took care of all it's meetings in one weekend recently when wing staff combined a Senior Level One Clinic, orientation flights and the sixth annual state-wide cadet conference with a Type B encampment.

Taking advantage of the school vacation, members met from Thursday through Sunday for the encampment, with the other events scheduled for Saturday and Sunday. The encampment and conference took place at the Air National Guard facility, Bangor International Airport.

## OUTLOOK

# DISTORTIONS

by Chaplain (Col.) Joseph T. O'Brien, USAF

Many of us have seen the movie called "The Godfather." It's a film about the underworld activities of the Mafia. One reason why "The Godfather" is so popular is that it gives us a close look at family life. We find it easy to identify with the Corleone family, whether at a daughter's wedding in a moment of joy, or at a son's wake in a moment of sorrow. We find it easy to admire the godfather's devotion to his children, and the children's fierce loyalty to the godfather. We note their enthusiasm to assist a Corleone when in trouble, and their personal sacrifices for the common good of the family clan.

Since "The Godfather" presents so many values of family life we cherish, we easily excuse the sordid side of the Corleones. These positive family traits become so attractive we easily forget that those involved are also organized criminals and professional killers. Because they are corrupt, the Corleones are hardly a suitable example to be imitated, or a model of just what a good family should be. However, because they have so many human values, the Corleones suggest at least some of the features of a good family.

What are those values that make the Corleones remind us of a good family, at least in a limited way? What are those family values that make "The Godfather" movie so popular? Some of those values have already been mentioned, i.e., values like the family celebrations of life and death, strong devotion between parents and children, intense loyalty to the family clan, mutual support in times of crisis, and personal sacrifice for the common good.

If we could add to this list of values such attributes as kindness instead of violence, honest work instead of stealing, and authentic prayer instead of superficial piety, then the family of "The Godfather" would deserve our admiration.

During the months of May and June we pay tribute to all mothers and fathers. Perhaps the observance of these days would be much more meaningful if we asked ourselves three questions: What does it mean to be a good mother? What does it mean to be a good father? Or better still — What does it mean to be a good family?

# Practice No-Notice Exercise Turns Into 'Real' Mission

WINSTON-SALEM, N. C. — Beginning at 5 a.m. on a recent Saturday members of the Winston-Salem Composite Squadron were awakened by telephone and asked to participate in a no-warning, practice search and rescue mission. Before the morning was over, however, the practice mission had turned into the real thing.

The object of the practice mission was to find a 17-year old male who had escaped from a mental health facility. He was known to be in the Stokes County area on his way to the mountains. The youth was described as being 5' 9" tall and weighing 160 pounds, and wearing a white hospital gown. A cadet from the squadron, Charles M. Link, played the role, right down to the hospital gown, letting himself be seen in several places around Danbury.

The exercise was coordinated with the Stokes County Sheriff's Department which allowed a CAP communications center to be set up at its office for purpose of directing the air-group search. Residents of the county were informed of the cadet's presence by public radio and advised to call the sheriff's office if he was sighted.

Within two hours of the first call, eight seniors and three cadets had assembled at the Squadron's headquarters.

While the practice mission was underway, word was received that an airplane had been reported missing on a flight

from Cincinnati, Ohio to Clinton, N. C. The West Virginia, Virginia and North Carolina Wings of CAP were alerted to search for the missing Yellow and White Cessna 310.

The Winston-Salem squadron was assigned responsibility for conducting operations in the western portion of the state. They were able to put two aircraft in the air in a very short time.

Within two hours of the initial notification of the mission, the missing aircraft was found safe at the Sutton, W. Va., airport by a CAP ground team charged with checking planes at airports. The pilot had simply not completed his trip. By that time, however, the two CAP aircraft dispatched from Winston-Salem had flown a total of 1.5 hours in search patterns.

## 60 Gather For Conference

WESTMINSTER, Md. — Over 60 personnel from 17 units gathered recently at the Maryland Wing headquarters for the first of two 1974 wing communications conferences.

The five-hour conference covered radioteletype, formal message format, communications exercises, search and rescue traffic precedence, upgrading of radio operator cards and proposed changes in the qualifications for wing mission communications personnel.

The conference was conducted by Capt. Carol J. Moyer, wing director of communications.

## American Legion Cites 2

SAVANNAH, Ga. — Two cadets from the Savannah Composite Squadron were recently honored by the American Legion, Post 184, during their 55th anniversary celebration.

Cadet Capt. Michael Parker and Cadet A1C Kristie Knight each received certificates and ribbons from the Legion Post for their contributions to the community.

The citizenship awards were the first to be presented to CAP members in Georgia.

## Hicks Receives Nomination

TUCSON, Ariz. — Cadet MSgt. Raymond Hicks of the Frank Borman Cadet Squadron recently received a nomination to the Air Force Academy from Senator Edward Gurney (R-Fla.) and Representative J. Herbert Burke (R-Fla.)

He is a former member of the Fort Lauderdale Composite Squadron, Fort Lauderdale, Fla.

Sergeant Hicks is presently active in the Arizona Wing solo program and serves as information officer of his unit.

## Mich. Cadets Learn CPR

STERLING HEIGHTS, Mich. — Members of the Van Dyke Cadet Squadron 3-7, recently completed a class in Cardiopulmonary Resuscitation (CPR).

CPR is a recognized first aid for heart attack victims, because it couples both mouth-to-mouth resuscitation with closed chest heart massage.

The class which combined both lectures and practice on a mannequin was taught by CAP WO Paul Rehman Jr., and took three hours to complete.

## Academy Accepts Beary

ARVADA, Colo. — Cadet Maj. William J. Beary Jr., of the Arvada Composite Squadron recently received an appointment to the Naval Academy.

Beary has been active in CAP for four years, served as cadet commander of his unit and is presently a member of the Colorado Wing's Cadet Advisory Council.

## Ex-Cadet Dons Navy Wings

SEATTLE, Wash. — A former cadet of the Sandpoint Squadron, Andrew J. Peck, recently completed flight training and donned the U. S. Navy's Wings of Gold as a helicopter pilot.

Navy Ensign Peck was an active member of CAP during his junior and senior years of high school and is a graduate of the University of Washington. He was a ROTC cadet while attending college and during his pilot training was among the top of his class.

His present duty station is in San Diego, Calif.



Ensign Peck





CAP IN ACTION

## CAP: True To Form During Tornado Relief

MAXWELL AFB, Ala. — When portions of Alabama, Kentucky, Indiana and Ohio were recently staggering to overcome killer blows dealt by tornadoes and heavy thunderstorms, Civil Air Patrol units from each of these states were working "shoulder-to-shoulder" with other volunteer agencies to assist the victims.

As the winds and rain left their trails of destruction the Director of Civil Defense in each state called for assistance from CAP. This assistance was varied.

As one CAP official from Ohio stated, "Once again Civil Air Patrol was ready; we were there and the mission was accomplished." In all states manpower, communications and aerial support was the major roles played by CAP, using more than 1,600 man days.

During this time period CAP pilots were airborne for 140 hours flying survey, photo reconnaissance missions and movement of relief officials. As the air operations continued, ground personnel were busy operating 117 fixed and mobile communications units. They also set up 10 portable power units.

In Ohio, all units in the wing were used performing jobs including aerial survey, food

and clothing distribution, unloading and warehousing of supplies along with fixed and mobile communications.

In other states, it was much the same. Cadets and senior members working around-the-clock shifts lending their support in any way requested of them.

(Editor's Note: Following is an eye-witness account by Mrs. Phyllis Morse, a Civil Air Patrol lieutenant, following the tornado which virtually annihilated Xenia, Ohio.)

WILBERFORCE, Ohio — The real chronicle of emergency disaster recovery operations, like history, can never really be told until the confusion and noise subside, and "the captains and the kings depart." And so it is with much of what happened in the Xenia and Wilberforce communities after the recent tornado.

One facet of that story — full of compassion, devotion to duty and a profound desire to alleviate suffering and to aid the efforts of those most deeply involved with disaster recovery — comes from Mrs. Phyllis Morse, Springfield, Ohio who was at her desk in Wilberforce University's Shorter Hall when the tornado smashed this area.

Mrs. Morse, who is administrative assistant to the director of development for Wilberforce University, was near a window when the disaster arrived with only a few seconds warning.

"I was sitting at my desk looking out at what I thought was just a very severe wind storm," she recalled, "when I noticed that Ireland Hall (located about 150 feet away) began to disintegrate. Hunks and pieces

of the building began flying right toward me."

"When the roar of the wind and the violent noise had subsided I grabbed my coat and headed for my car. I had noticed the damage to buildings, trees and cars, including my own. It took a few minutes for the shock



AFTERMATH

to wear off before I realized the hell that had paid its flying visit to our campus, to the entire Wilberforce community and to Central State before continuing on its destructive way north."

As a first lieutenant in Civil Air Patrol and commander of

Squadron 1902, Springfield, Lieutenant Morse had been trained for special duties in such disasters.

"When I realized the severity of the storm I hastened to Ireland Hall and assisted in taking care of an injured man who was bleeding badly. We were able to load him in a private auto and I rode with him to Greene Hospital in Xenia for emergency surgery," she said.

Shortly afterwards, she was able to drive to Springfield to check on the safety of her two children. "When I had them taken care of I put on my CAP uniform, collected drinking water, coffee, donuts and returned to Xenia, where I worked all night."

The next day she returned with two senior cadets and her cadet daughter to assist in food distribution and to offer aid and support to relieve those charged with maintaining radio communications. The generosity and offers of food, supplies and help she recalls was "fantastic."

CAP was given its official mission to aid with whatever duties its members could perform three days after Lieutenant Morse and individual members had been working virtually around the clock. She said her group commander, a Springfield policeman, was injured during duty and that she then assumed coordination of all of Group 19's operations.

The members of the three squadrons in the Group performed such duties as cleaning up debris, sweeping glass off walks and out of buildings, searching for injured, assisting with communications, feeding the men involved with disaster operations and standing by to relieve those who had to leave key posts.

As she looks back over the days following the tornado, Lieutenant Morse realizes that she spent 12 full days in various types of emergency operations. She used her entire Easter recess helping others.

Now back at work in Shorter Hall, she recently commented "from where I sit, I look out and am constantly reminded of the organized confusion of the past was real and it will be a long time before any of us can easily drive it from our minds."



CAP News Composite Photo



# 5th, 6th & 7th Place Cadet Squa



**OPEN HOUSE**

Offutt Cadets James MacMillan and Mike Meekins Explain SAR Techniques To Visitors

## Offutt Cadet Squadron-No. 5, Nebraska Wing

by Maj. Shirley M. White, CAP  
Squadron Information Officer

To prepare a young person for a place in a fast growing, aerospace orientated, society can be very difficult. One of primary tasks of preparing these young people is to capture and retain their interest.

The squadron is grateful to the Air Force Base from which we take our name, "THE OFFUTT CADET SQUADRON," for all the assistance and understanding they have given us. Being located on an Air Force Base is one of the main factors in our placing in the "Top Ten" cadet squadrons in the nation. It is an honor that will long be remembered by the cadets and senior members here at OFFUTT.

The base has provided an excellent meeting place, and has offered many areas for tours. Cadets and seniors at Offutt have visited the KC-135 flight simulator, Strategic Air Command underground Command Post, a demonstration by the base fire department, Alert Crew Forces facility, the Mod-A facility and the Radar Approach Control Communication Center (RAPCON). A side tour to

the Eugene Epply Airport Control Tower, in Omaha, was enjoyed by all.

Every month a moral leadership class is conducted by our squadron chaplain, an Air Force Maj. (Chaplain) John McGrory. With his leadership, a cadet often prepares and conducts the session.

Retention can be a problem within the squadron, as all senior members and cadets are active duty, dependents, or retired military. It's the transfer that takes its toll. To keep staff positions occupied, often a senior member may fill several slots, and cadets are utilized when possible, to give them a working knowledge of the squadron.

Retention is augmented by new transferees from other areas.

To keep interests from becoming stale, we try to keep all busy with tours, Model Clubs, drilling, social functions and inter-wing sports with other squadrons which helps create rapport. The cadets especially enjoy attending the many conferences held throughout the year as they are able to renew old acquaintances.

Another retention factor was the organization of a

"Wing Team". The team was conducted by Offutt seniors, with participation by several squadrons. Approximately 85 percent of the Offutt cadets and seniors took part in the team. The team offered courses in survival, first aid, communications, map reading and other facets required of ground team members.

Seven Offutt cadets were selected to participate in Special Activities. Sixteen cadets and one senior from Offutt attended summer encampment held at McConnell AFB, Kan. One enthusiastic cadet had joined CAP on Tuesday night and found himself at McConnell that Saturday to kick-off a week of getting to know CAP from the inside.

To top off the year, seven cadets received the Gen. Billy Mitchell Award, and five received the Amelia Earhart Award. The Gen. Carl A. Spaatz Award was presented to Air Force Academy Cadet Victor L. Zirilli. The certificate was presented in a ceremony at SAC Headquarters by Maj. Gen. J. M. Allen. Victor successfully completed the Spaatz examination just before he left for the Academy.

Cadet Zirilli was the 12th Offutt cadet to be selected to attend the Air Force Academy. Cadet Maj. Larry Ortega will be joining the academy corps of cadets this

summer as he has just been notified of his appointment. "Lucky Thirteen!!"

The membership of the Offutt Cadet Squadron is indeed proud of all these young men, and may I say again for all the cadet and senior members here at Offutt, "We are proud of our selection as the Squadron of Distinction, Fourth Runner-Up to the top squadron in the nation."

## Bayshore Composite Squadron—No. 6 New Jersey Wing

by Maj. Donald E. Dugas, CAP  
Director, Cadet Program,  
N. J. Wing

My first reaction was one of amazement. I didn't realize that the Bayshore squadron was in the running for selection as a unit of distinction. I knew that we were one of the larger and more active units in New Jersey but was not aware that our performance would merit National recognition.

We are a cadet oriented composite squadron with all senior members "youth motivated." Seniors are recruited for their ability and desire to assist in the cadet program. Keeping an open channel to the cadet members is very important. Our policy is to encourage "hash-out" sessions.

Our cadet training schedule is planned at least two weeks before the month begins. Cadets are scheduled for such required items as discussion leader or recorder in current events and moral leadership classes.

Also shown on the schedule are many activities, encampments, flying days or special dates. Each cadet receives his or her own copy so no one is uninformed.

A certain time period is scheduled during each regular meeting when cadets report to the Squadron commander or Testing officer for contract administration. Keeping the contracts current and up to date is one of our most difficult problems.

Before each meeting, a roster is posted and any cadet who wishes to take an oral debriefing or a leadership laboratory test simply places his or her name on the list. We are then better able to efficiently schedule the evening testing and debriefing schedule.



**NEW POSITION**

Sgt. Jeane Rabenda is appointed to Bay Shore Cadet Staff

We have attempted to emphasize the "Air" in Civil Air Patrol. Cadets are all scheduled and most receive at least one 30 minute orientation flight per month.

One of our most effective recruiting tools has been our ATC-510 flight simulator program. Through the co-operation and interest of Joseph Sidoti who is the president of Analog Training Computers Inc., our squadron has set up a simulator training program which took



**THUNDERBIRDS VISIT OFFUTT**

Cadets Col. Bill Ludwig and Capt. John Thomas Make Thunderbird Pilots Honorary CAP Cadet Colonels

(Editor's Note: In the March issue of the Civil Air Patrol NEWS we named Civil Air Patrol's "Top 10 Cadet Squadrons of Distinction." We asked the commanders of these units to tell their story on how their squadron achieved this enviable goal. Following are the reports on the 5th, 6th and 7th place squadrons.)



# drons Explain 'How and Why'



SIMULATOR FLIGHT INSTRUCTION

Bay Shore Cadets Capt. Craig Badalaty and Sgt. Denise Kegley

our cadets from zero experience to the point where the entire group was able to copy an air traffic control clearance and fly an assigned mission on our pre-programmed Civil Air Patrol tapes.

The cassette tapes were made locally and include local landmarks and procedures. They take the cadet from basic instrument scanning procedures to the full ILS approach. The ATC-510 simulator program is probably most responsible for our recruiting and retention success.

Our fund raising drives have provided us with the funds to buy needed equipment such as simulators, a bus, radio equipment, a duplicating machine and has funded several encampments and social functions.

When new cadets finish our basic training class and receive their Curry Awards, we have an awards ceremony and give them a blue ball cap with our distinctive embroidered squadron emblem. We find this to be a great "esprit de corps" builder.

The title of Squadron Commander was shared by two individuals during 1973. I had command from 1970 till the Fall of 1973 when I left to take over as Director of the Cadet Program for New Jersey Wing. Lt. Col. Joel T. Biggs has had command since.

## Bethesda-Chevy Chase Cadet Squadron - No. 7 Maryland Wing

by Capt. William R. Hicks, CAP Squadron Commander

Bethesda Chevy Chase Cadet Squadron, has four basic building blocks in its foundation. The first and most important of these blocks is the idea that Cadet Squadron should be run by Cadets for Cadets!

With few exceptions squadron jobs are manned by cadets, in fact the position definition for the Cadet Commander sums up this idea in few words: "The Cadet Commander shall be responsible for everything in the Squadron except for senior personnel." By setting it's goals high the members have made this unit one of the largest and most active Squadrons in all of CAP.

The second building block is a small group of very dedicated seniors who believe firmly in a cadet run squadron. Made up of CAP Seniors, USAFR Officers, and Resource Management Personnel, these men and women provide the basic leadership, supervision and instruction the cadets need, while still highly respecting the cadets maturity and ability to 'Do the Job.'

The third building block is a strong working cadet staff. This staff is split into two

parts, the command staff and the working staff. It is not unusual for the command staff to put in 30 to 50 hours a week on their job. It is the responsibility of the cadet staff to prepare and hand in all reports due Wing and National, write all I. O. articles, handle all communications, operations, transportation line-up for the various activities, etc.

In short, everything it takes to run and coordinate a growing, very active Squadron of over 70 cadets. They even have the honor of standing the Wing Inspection.

The fourth and last building block, but most certainly not the least, are the cadets themselves. Their belief in CAP and everything that it stands for is an inspiration to behold. Again and again they have demonstrated their responsibility and maturity towards themselves and the squadron by working together to 'Get the Job Done,' regardless of how dirty, frustrating, or time consuming that job is.

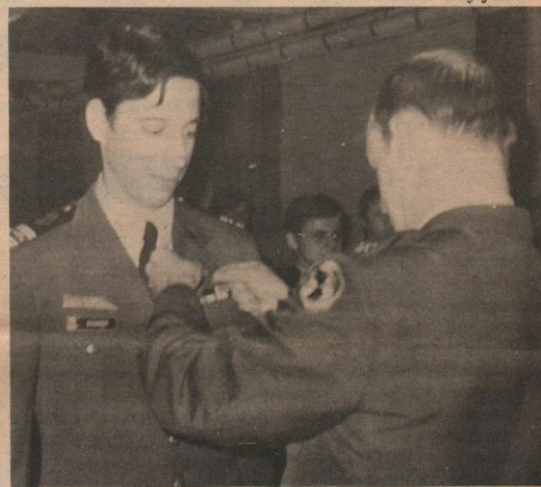
These four building blocks are cemented together by a high Esprit-de-Corps, strong military courtesy and discipline, and many activities.

In 1973, B-C-C accounted for over one-third of

Squadron (Cadets raise 80% of the money for the Squadron), orientation flying, a field trip, or a staff meeting to name just a few.

Bivouacs are held at least twice a month in nearby western Maryland near historic Harpers Ferry, where B-C-C was lucky enough at the end of the summer last year to get it's own private bivouac site, complete with a fifty foot air-conditioned house trailer.

There are two Drill Teams (male and female) which have won many awards throughout the state, a Ranger Team, a Medical Team, a Communications Team, a Maintenance Team, and a new Photography Team which the cadets may join.



PRIVATE PILOT WINGS

Col. S. F. Moyer, CAP, Maryland Wing Commander and Cadet Col. Howard Eisinger

all the activities in Maryland Wing. Four to seven days a week something is going on: A work party to repair one of the Squadron vehicles, a community service project, a selling drive to raise money for the

There is a strong aerospace education program (which is cadet run) that encourages the cadets to accomplish four contracts a year and provides the help necessary to do so. A newer and better Phase I program will help B-C-C win it's goal of over 100 active cadets in 1974.

In addition to the many Wing and National Awards and Special Activities, B-C-C offers at least two 50/50 Private Pilot Scholarships a year (more if the budget will allow), issues one or two radio stations to deserving cadets a year, and awards the coveted "Col. Charles J. Devett Award for the Outstanding Cadet of the Year."

On Mar. 1, 1974, Col. Stanley F. Moyer Jr., Maryland Wing commander, announced the top three Squadrons in the Wing. Bethesda Chevy Chase Cadet Squadron, Maryland Wing, Middle East Region, Civil Air Patrol was the Top Squadron in the Top Wing in the Top Region in the Top Organization in the United States!

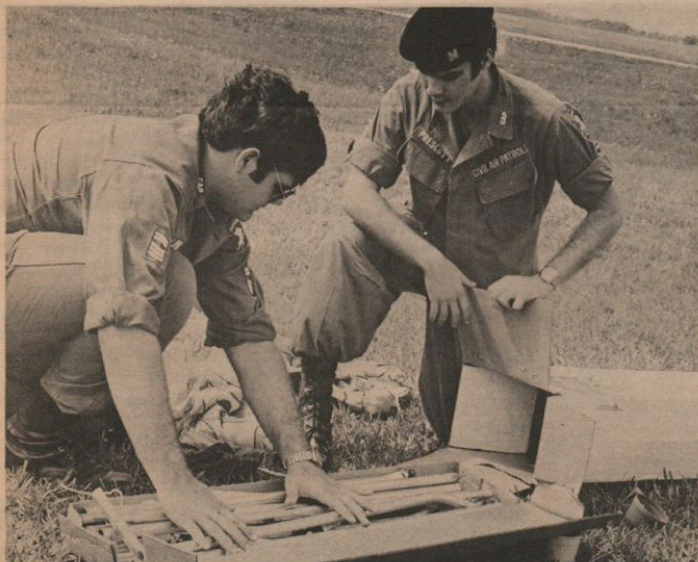


PRACTICE RESCUE

Bethesda-Chevy Chase Cadets 2d Lt. Chuck Thomas and Sgt. Steve Radsdale lead the team



# La. Wing Conducts Annual SAR Test



## UNPACKING

Capitol City Composite Squadron cadets Karl Gianilonni (left) and Glenn Prescott unpack their equipment.



## PAPER WORK

Cadets Karen Bode (left), Monroe Composite Squadron and Clare Cowen, Shreveport Cadet Squadron, team up to perform administrative duties.



## LOCATION

Col. Richard Anderegg, USAFR, SAR test evaluator and CAP Lt. Col. John McCormick, Billy Mitchell Senior Squadron, mission coordinator, check location for SAR test.



## CONTACT

Cadet David Bradshaw, Monroe Composite Squadron, operates communications equipment.

**KENNER, La.** — In temperatures that reached the high 90's, the Louisiana Wing recently held its annual SAR test at the Acadiana Regional Airport in New Iberia, La., with more than 250 cadets and senior members from throughout the state participating.

In addition to CAP personnel, representatives from the Salvation Army, U. S. Coast Guard and Louisiana's Aviation Board were on hand for the exercise.

During the two day test, CAP pilots located their targets and cadets performed in all phases of the missions. Cadet utilization was one of the priorities that was followed to the letter. "They didn't just operate radios, run errands or go out with ground crews, but were active in all phases of the operation," according to senior officials.

Several cadets received recognition for their outstanding performance from members of the wing staff.



## READY TO TRAVEL

CAP Capt. L. J. 'Red' Sevin, Headquarters Senior Squadron, prepares to relocate a mobile power generator.



## HOT-HOT-HOT!

Cadet Tammy Rousell, Moisant Cadet Squadron, takes a cool drink on a 'Hot SAR'.

Photos by  
CAP Lt.  
B. Rambo





**MAP READING** — Capt. James Graffeo (left), instructs Cadet 2d Lt. Jules Ralph of the Moisant Cadet Squadron in map reading as part of a 12-week observer class currently being taught to 27 members of the Louisiana Wing. Following the classroom study the students will fly simulated missions, including cross country.

## Snowmobiles To The Rescue

GRAND RAPIDS, Minn. — Eighteen cadets and six seniors from the Grand Rapids Composite Squadron recently participated in a practice search and rescue exercise in the Squaw Lake area.

Two targets were dropped from an aircraft piloted by SM Elmo Crowe, one was a simulated downed aircraft and the other a simulated pilot who had not stayed with his downed aircraft. Both targets were soon located by the searchers using snowmobiles as their main means of transportation.

## Tide Turns When Flood Affects Unit

YAKIMA, Wash. — The "Tide" recently turned when members of the Yakima Composite Squadron responded to the call for assistance during flooding of the Yakima Valley.

After working in knee-deep water to assist their squadron commander move his family from their home, CAP personnel reported for duty at various locations to fill sand bags and assist Red Cross personnel assemble and distribute supplies to flood victims.

CAP pilots airlifted Red Cross personnel, county commissioners and Army engineers to locations where their assistance was needed.

As the floodwaters began to recede, the members returned to their unit headquarters to find that the building had been severely damaged during the flood. The water had entered the basement damaging the first aid equipment, radio equipment, uniforms and food stored for squadron outings.

The electricity, heat, water and phones were out of commission. They began cleaning up and planning a way to raise money to cover their loss. The money raising effort is where the "Tide" turned. They were assisted with the fund raising activity by the Zonta Club of Yakima and began receiving donations.

Although back into operation now, "It's going to take long hours and hard work to get the squadron running smoothly again," according to squadron officials.

## Open House Nets 5 New Members

MORGANTOWN, W. Va. — A combination recruiting drive and open house recently resulted in the signing-up of five new cadet members for the Morgantown Cadet Squadron.

CAP members paid visits to local high schools and business establishments and placed posters of their activities for prospective members to view. Local radio and TV spots were aired and several articles appeared in local newspapers.

On the night of the open house over 20 teenagers and their families attended. CAP 1st Lt. James Maloy, squadron commander, introduced members and guests and gave a slide briefing on CAP and the local squadron activities.

## Flying Clinics

Now that good weather has come it is time to think once again about organizing flying clinics. The flying clinic will not only help sharpen your flying skills but is an excellent time to get that bi-annual flight review out of the way and let the corporation pay half of the bill.

What do you have to do? First — organize the clinic. You should be able to get instructors from your local tower, approach control, Flight Service Station, General Aviation District Office and talent gleaned from your own wing membership.

Second — estimate the total cost for the clinic based on anticipated attendance. Review CAPR 50-11 and request corporate funding participation in accordance with CAPR 50-11.

Third — report. For corporate funds to be released the report is extremely important. Get receipts from the certified flight instructors for the flight reviews, save fuel and oil bills, telephone bills, postage and stationery receipts.

The corporation will pay half, up to \$20 per participant, or more if prior justification was received and granted at the time of the request.

If you are having difficulty organizing a flying clinic why not get some people together and attend a ready-made clinic? The Aircraft Owners and Pilot Association, Federal Aviation Administration and many states conduct flying clinics.

As far as requesting and corporate funding are concerned, the rules are the same. CAPR 50-11 will spell them out for you.

Following is a list of clinics which are presently scheduled:

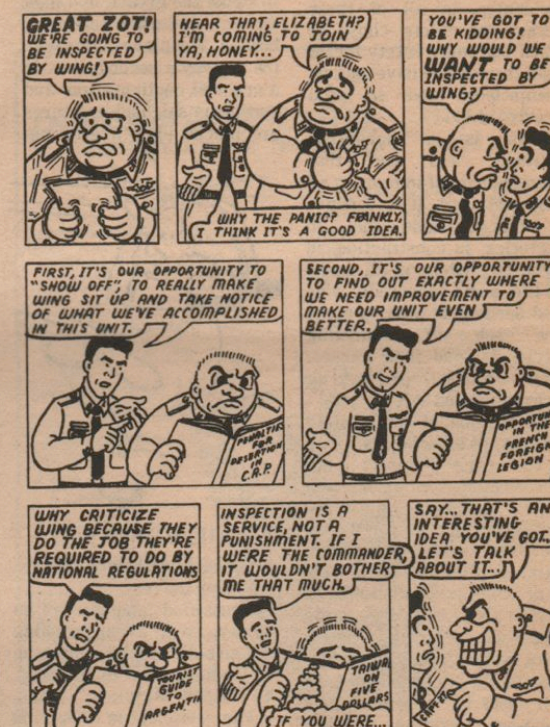
- AOPA SKY-SAFE  
July 13 - Grand Rapids, Mich.  
August 30 - Modesto, Calif.
- FAA FLIGHT INSTRUCTOR/REFRESHER  
July 8-10, North Adam, Mass.  
July 8-10, Auburn, Ala.  
July 16-18, Galveston, Tex.  
July 23-25, Burlington, Vt.  
July 23-25, Albuquerque, NM  
July 30-Aug. 1 - Jacksonville, Fla.

For information on location and requirement for participation in these clinics contact the local General Aviation District Office.

## 20 New Yorkers Are Trained

WHITE PLAINS, N. Y. — Twenty members of the Yonkers Squadron recently completed the American Red Cross Standard First Aid and Personal Safety course.

The course was conducted under the instruction of the Westchester Group deputy commander.



Contributed by Lt. Col. A.R. Creighton, CAP, Michigan Wing.

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# Safety: Security Against Injury Or Loss

by Lt. Col. R. Bifulco, CAP  
Director of Safety, N.E. Region

Webster defines safety as, "security against injury or loss." As a CAP Safety Officer, I do not find it an easy task to constantly preach safety and accident prevention, but years of flying and instructing have at least given me some understanding of the causes of accidents.

I assume everyone, who has read even minutely about accidents, knows they don't just happen, but have a series of causes, all leading to the fateful conclusion.

I cite an example. In some 20 actual search missions for missing aircraft that I have participated in during my time in the CAP, I am astounded at the similarity of about 75 percent of them. Most all of the aircraft were piloted by private or commercial types, non-instrument rated, with less than 500 hours, who knowingly flew into deteriorating weather in mountainous areas; and who eventually planted themselves in granite.

At any rate, the point is that it is almost incredible that so many people seem to commit the same foolish and unsafe acts. Consider the same apparent causes of these accidents: poor judgment, bad weather, and high terrain.

Certainly, if any single cause were subtracted, logic would demand that you formulate the conclusion, that most of these accidents would not have occurred. Evidently, in all of these cases, the pilots chose to stack one more safety factor than they should have against themselves, and so paid dearly.

This is a dangerous attitude, and one that manifests itself in man, in all his endeavors. It is because of this attitude that in factories, in construction, in aviation; indeed in all walks of life, some supposedly wise and benevolent soul, is given the job of analyzing accidents, and their causes, and then preaching prevention and safety.

So the job of CAP Safety Officer, on all echelons.

In line with this responsibility, let us look at a type accident all too prevalent in the CAP; bad landings with subsequent aircraft damage. Of the six that I am personally familiar with, five had the same apparent causes: gusty crosswinds, poor judgment, and faulty pilot technique. In all cases but one, the pilots held private ratings with low time and did most of their flying on weekends. All of the

pilots involved were sober, responsible family men, dedicated to the mission of CAP. Briefly then let us examine each contributing cause.



## GUSTY CROSSWINDS

This condition tests the skill of the most proficient pilot. Usually, the aircraft is difficult to control because of wind shear action, and setting up a stabilized rate of descent on final is almost impossible, due to the gusting, and varying life loads imposed upon the wings. This situation is also normally compounded by the buffeting the airplane encounters as it descends into the turbulent eddies close to the ground and a smooth roundout and flare sometimes becomes a real challenge even for the pro.

Many times the pilot fails in the following manner. His final approach speed is higher than normal because he is aware he should be holding some extra speed; (but most times it is too high), the aircraft is generally being dived toward the runway and is permitted to strike the ground in a high descent rate, which leads to a bounce. The plane slams onto the runway a second time, in a crabbed configuration, and enormous sideload pressures are placed upon a gear not



## POOR JUDGMENT

designed to withstand them... you know the rest.

Crosswind landings can be tricky, so to avoid pranging an airplane during this type of landing, three things must be done by all pilots: (1) become proficient in crosswind technique; (2) know the crosswind component

limitations of the aircraft; (3) know and stay within your own capabilities.

On to contributing cause No. 2:

## POOR JUDGMENT

Poor judgment is the result of one weakness; lack of effort. In spite of what you may think, one person is not endowed with good judgment, while another is given poor judgment. Like the three R's, all judgment is a learning process. Good flying judgment can be learned from a good flight instructor, and other tutors, or the converse could be true; but mostly good or bad judgment is taught to yourself. A sensible pilot should only accept advice and knowledge from people who know what they are talking about.

If you wish to become the possessor of good judgment, start with self analysis. Know completely your capabilities and limitations and approach yourself objectively. Observe all conditions — the airport, weather, etc., analyze them, and then decide intelligently if you can handle all of the factors. If you have some serious doubts, wait for better conditions, and feel proud that you have the maturity to judge wisely.

Safety and good judgement are synonymous and go hand in hand.

On to contributing cause No. 3:

## FAULTY PILOT TECHNIQUE

Every pilot who has ever flown cannot rate four stars in every category. There are just too many variables in aircraft flying for any one man to master them all. What then is the difference between a mediocre pilot of limited performance and a good pilot of excellent performance; and how does the difference come about?

The good pilot is well organized. His thinking and his concepts about flying are clear, and he does not harbor any delusions about himself, or his aircraft. He is constantly reading articles, attending seminars or flying with other pilots of proven ability to get pointers on his own techniques. He is confident in his knowledge about the aircraft and he knows all the numbers pertinent to it. He does not guess about Vx or Vy (maximum angle or rate of climb) and he knows every emergency procedure as well or better than his own name. He knows how wind forces affect his airplane upon landing and he has not the least doubt about which control to use and how to use it, to correct a developing bad situation.

Naturally, the mediocre or poor pilot is the opposite

number of the good one. His thinking about flying is totally disorganized and just observing his style, is frightening. He usually flies



## FAULTY PILOT TECHNIQUE

just enough to maintain proficiency, and there is none, or a very limited effort, to keep abreast of any information regarding flying. He does nothing right, from a preflight to a run-up, or from a pattern entry to a landing. On a Sunday afternoon at the local airport, he provides, inadvertently, many frights as well as laughs, with his horrendous piloting technique. The trail of injured bodies, and broken and bent airplanes behind him, is long indeed.

It is very simple to become like him. All you have to do is — nothing.

If on the other hand, you wish to eliminate any faulty techniques you may have developed, here is the way to do it. Determine exactly where your weaknesses are

by starting out with a thorough check ride with a competent instructor. Have him give you a point by point list.

Then teach yourself everything you can about each point that is hazy, and do not be satisfied until every element pertaining to it, is clear. Coordinate this knowledge with your flying, go up and practice again and again, and you will, in a short time, have improved your skills noticeably.

Try It!

There is one other point that I wish to make. Throughout my years in the CAP Program, I have always been awed by the dedicated attitude of our members. No CAP'er cares to see one of our members injured, or one of our machines reduced to scrap because some individual was not up to the task; or carelessly permitted the numbers to build, until an accident was inevitable. Unquestionably, those incidents have been dull spots for all of us. I can well remember, though I prefer not to, the tears in the eyes of a Wing Commander, as he looked down at three of our kind who had been killed in an aircraft accident. That scene left an indelible scar. And so at the risk of sounding redundant, I repeat: "Accidents don't happen, they are caused."

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San Angelo Camp Sqdn. - Tex.



**GUEST SPEAKER** — Cadet Lt. Kathy Hart of the Billings Composite Squadron (Montana Wing), speaks to members of the Local Rotary Club during a recent luncheon in Laurel, Mont. Kathy, along with other members from the CAP unit spoke on the cadet program, community projects and the CAP-USAF relationship. In addition, a slide presentation of CAP activities was presented.



# HYPOXIA

by Lt. Col. Sidney W. Raymond, CAP

**Illinois Wing Medical Officer**  
A simple definition of hypoxia is, "Not enough oxygen in the blood." This is caused by insufficient oxygen pressure and occurs when we fly too high without the use of pressurization or supplementary oxygen. Hypoxia has been the subject of much research. Studies have been carried out on animals and volunteers in the controlled atmosphere of the low pressure chambers where the reduction of pressure may be gradual or rapid.

At sea level, air pressure is about 15 pounds per square inch. Regardless of the altitude, air is composed of about one-fifth, oxygen and four-fifths nitrogen.

The ratio remains constant but the pressure varies with altitude.

Since oxygen represents one-fifth of the air, the oxygen pressure is about three pounds per square inch. At 10,000 feet air pressure is about 10 pounds per square inch. It drops at the rate of about one half pound of pressure for each 1,000 feet of altitude.

Flights up to 10,000 feet can normally be continued indefinitely but above 10,000 feet, without supplementary oxygen or pressurization, there is danger. Even short flights above the 10,000 foot level may result in marked hypoxia, and in night flights, vision may be disturbed and confusion take place at altitudes as low as five thousand feet. Many have noted that after flights well below the 10,000 foot level, there is yawning and sleepiness.

The U. S. Air Force divides altitude into four categories for hypoxia: "indifferent" is up to ten thousand feet, "compensatory" is at altitudes of 10 to 15,000 feet, where the flyer is able to partially overcome the reduction of oxygen pressure in the atmosphere, "disturbance" occurs at 15 to 20,000 feet, and "critical" takes place at altitudes above 20,000 feet.

In the indifferent stage, night vision may suffer; fatigue, sleepiness, and slight inability to think clearly may result. In the compensatory stage, blood pressure, pulse rate, and heart output all increase and the victim becomes drowsy and is unable to coordinate physically and mentally. In the disturbance stage, there is fatigue, headache, breathlessness, euphoria and possibly unconsciousness. In the critical stage, above 20,000 feet, unconsciousness will take place in a matter of seconds to minutes.

The onset of hypoxia is insidious. There is often a feeling of euphoria or well being, like, "Who says I need oxygen above 10,000 feet? I never flew better, felt better, or had such beautiful scenery." Ability and capabilities may be overestimated and even if a safe landing takes place, there will be no realization that the euphoria was induced by hypoxia. It is not the amount of air that passes through the lungs; it is the pressure of the oxygen in the air that is the determining factor. Rapid respiration may make things worse.

Prevention of hypoxia is simple; don't fly above 10,000 feet unless there is cabin pressurization or supplementary oxygen.

The author of this article is indebted to the U. S. Air Force and Federal Aviation Administration for the use of their publications upon which he has drawn heavily.

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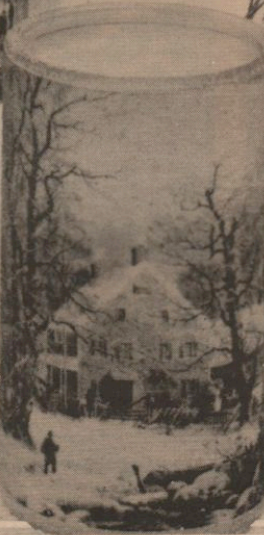
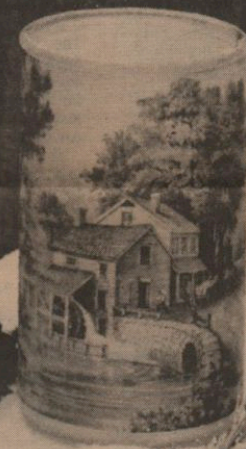
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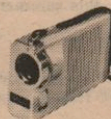
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# Cadets Receive AFA Appointments

BLOOMINGTON, Minn. — Cadet WO William M. Bresley, who has been active in CAP for two years and presently serves as flight commander of the Skyhawk Squadron, recently received an appointment to the Air Force Academy.

He has over 30 hours of flight training and plans to earn his private pilots license prior to entering the Academy. Cadet Bresley will graduate from Lincoln High in Bloomington this month.

HOUSTON, Tex. — Cadet TSgt. David W. McFaddin, deputy commander of the Ellington Composite Squadron (Texas Wing) has received an appointment to the Air Force Academy from Houston Congressman Bob Casey (D-Texas).

Cadet McFaddin has been in CAP for two years and has served with the Shamrock Cadet Squadron as well as the Ellington unit. He also received his solo wings through the CAP Corporation's matching fund program.

David is also active in his school's Air Force Junior ROTC program and holds the grade of cadet captain.

MIAMI, Fla. — Cadet Lt. Col. Art Giles, Squadron Advisor of the Cutler Cadet Squadron, recently received his appointment to the Air Force Academy.



CADET GILES

Art's career in CAP began in 1968 and he has earned his solo wings. In addition, he earned the orange scarf of staff cadet at the national survival school and participated in the International Air Cadet Exchange program.

PARMA HEIGHTS, Ohio — A member of the Parma Cadet Squadron 403, cadet Maj. Philip T. Popovich, recently received an appointment to the Air Force Academy.

Popovich has held all cadet positions in the squadron and serves on the Ohio Wing's Cadet Advisory Council.

Cadet Popovich presently serves as recruiting officer for his unit and is credited with setting up a new recruiting program which has averaged an attendance of four prospective members at the unit's weekly meeting.

TAMPA, Fla. — A five year veteran of CAP, Cadet Lt. Col. Richard A. Dunham III was recently accepted to attend the Air Force Academy.

Dunham is presently cadet commander of the MacDill Cadet Squadron. He has completed all 15 achievements in the cadet program. He graduated from Plant High School in 1973 and will depart in July to begin his four years at the Academy.



CADET GARCIA

HOUSTON, Tex. — Cadet Capt. Ricardo L. Garcia of the Thunderbird Composite Squadron has received an appointment to the Air Force Academy as a member of the class of 1978.

Garcia has held various positions in his squadron including that of cadet commander.

Last summer he visited Portugal while participating in the International Air Cadet Exchange (IACE).

ANN ARBOR, Mich. — Cadet MSgt. Dean Matcheck of the Michigan Wing recently received an appointment to the Air Force Academy.

Sergeant Matcheck is a member of the Ann Arbor Cadet Squadron where he serves as cadet commander. He has been active in CAP for three years and will report to the Academy this summer to begin training.

MONROEVILLE, Pa. — The office of Senator Hugh Scott (Republican) recently announced that Cadet WO Ronald Rosepink was accepted to attend the Air Force Academy.

Cadet Rosepink is squadron commander of the Monroeville Cadet Squadron 604 and is active on the Pennsylvania Wing Ranger Staff.

He will report to the Academy in July.



PASSES MESSAGE — Cadet Maj. Charles Link (seated), of the Winston-Salem Composite Squadron passes a radio message under the watchful eye of Capt. W. M. Moore, USAFR, of the Winston-Salem Command and Control Team of the Air Force Reserve. (Photo by Capt. J. D. Moorefield, CAP)

## Unit Is Link For AF Reserve

WINSTON-SALEM, N. C. — The Winston-Salem Composite Squadron recently provided the necessary communications link for the Winston-Salem Command and Control Team of the U. S. Air Force Reserve.

The Air Force unit was having problems getting messages to their headquarters at Bolling AFB, D.C., and later to Andrews AFB, Md., when CAP stepped in to provide the service. In a program fostered largely by Lt. Col. James H. Cheek, CAP,

advisor to and past chairman of the National Communications Committee, local CAP people pass the messages to the Washington area by CAP radio frequencies. From there, the Air Force messages are phoned to the appropriate headquarters.

The USAFR Command and Control Team plans to use the local CAP as their communications back-up in the future. The program is good for both. It provides the USAF with an alternate communications

channel and it provides CAP members a chance to use their communications capability.

In Winston-Salem there are eight CAP radio communications stations with a long range capability. All these stations were put together by CAP personnel at their own expense and they stand ready to serve in an emergency.

## Cadets Attend Medical Clinic

MUSCLE SHOALS, Ala. — The Union Carbide Corporation of Muscle Shoals recently sponsored a first aid multimedia training course in their first aid clinic. Ten cadets from the Muscle Shoals Composite Squadron completed the course.

This course was based upon the content of the 10-hour standard first aid course.

The cadets were taught the knowledge and skills that are needed for the emergency care of the injured until a physician arrives. The course also creates an active interest in the prevention of accidents through the elimination of their cause.

Seventeen practice sessions were held by the cadets during the training.



A PAIR OF SOLOS — Cadet 1st Lt. Larry Mayer, left, cadet executive officer of Florham Park Composite Squadron (New Jersey) pins solo wings on Lt. Col. Robert C. Ritter, CAP, his squadron commander. Cadet Mayer soloed on his 16th birthday while Colonel Ritter reactivated his pilot qualifications after nearly 3,000 hours of Air Force flight time.

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# Cadet Directorate Provides Solutions

**PROBLEM:** I will be moving in the very near future to a new location. I do not know if there is a cadet squadron in the local area. What is my membership termination status in my old unit?

**SOLUTION:** Paragraph 3 of CAPR 35-3 is quoted in part which applies to your circumstances:

"In addition to the above, it is the prerogative of the unit commander to terminate membership for a cadet who moves to another area, but does not request transfer to a unit in his new locality within a reasonable period of time. Since many cadets who move quite frequently (especially if their parents are members of the Armed Forces) prefer to remain assigned to their parent unit, it is emphasized that termination under this condition is not mandatory, but is at the discretion of the unit commander. If the unit commander determines that the cadet cannot successfully participate in the cadet program under these circumstances, he will give the departing cadet at least three months in his new locality to affiliate with another unit prior to initiating termination action."

**PROBLEM:** There appears to have been quite an effort on the part of the CAP NEWS, the Plus 1 program, and other actions to stimulate recruiting efforts this past year. Are we being successful?

**SOLUTION:** It obviously is quite difficult to analyze all actions occurring on the recruiting scene. There has been, however, a decline in overall cadet membership in the past few months which is quite disturbing. In checking the number of new members joining through April of 1973 we note that 4,943 new members had joined. Relating this to the membership statistics as of 30 April 1974 we find that only 4,029 new members have been recruited in the first four months of this year. With a relatively stable retention rate, if new members are not brought into the CAP cadet program a continual decline in nation-wide membership appears inevitable. So, keep at it.

**PROBLEM:** I received my CAP Form 77, Cadet Flight Orientation Syllabus, but lost it during a recent bivouac. How can I get a new one?

**SOLUTION:** Your unit commander may order the CAPF 77 from Headquarters CAP-USAF/DA by use of the CAP Form 8.

**PROBLEM:** I have not heard what my wing plans for encampments this summer. How can I find out when and where they will be held?

**SOLUTION:** The wing director of the cadet program should be fully knowledgeable of your wing's summer encampment program. It is suggested that you follow the chain of command and contact your squadron commander who in turn can obtain the encampment information you desire.

**PROBLEM:** I noted in the last issue of the CAP NEWS that a new officer hat device is now available. What do the female enlisted cadets wear on the beret?

**SOLUTION:** As depicted in CAPM 39-1, cadets in achievements 1-7 are to wear the metal circular device with wing and propeller. These may be ordered through the Bookstore.

**PROBLEM:** It has been rumored that a revised updated aerospace education text is being developed specifically for the cadet program. Is this true and what is the status?

**SOLUTION:** A rather recent decision was made to modify the existing seven textbooks to make them more adaptable to the objectives of the aerospace education portion of our program. This will be a one-volume textbook encompassing 6 chapters and tentatively scheduled for release in September of 1974. See other related article in this issue.

## Crowe Receives NC Region Honor

**GRAND RAPIDS, Minn.** — Cadet Lt. Col. Jody Crowe, a member of the Grand Rapids Composite Squadron, was recently selected "Cadet of the Quarter" for the North Central Region.

Cadet Crowe joined CAP in 1969, and has served in most cadet staff positions including that of cadet commander.

He is active in communications within the local squadron and has been communications officer in several search and rescue exercises.



**SOLO PILOT** — Mrs. Edgar Hartmus happily pins CAP solo wings on her son, Cadet 1st Lt. Mike Hartmus, member of the Tri-City Composite Squadron (Virginia Wing). Lieutenant Hartmus received his wings at a recent squadron awards dinner.

## 2 Receive Solo Wings

**GRAND RAPIDS, Minn.** — Two cadets from the Grand Rapids Composite Squadron were recently presented their private pilot wings. They were Cadets 1st Lt. Dena Hanson and 2d Lt. Mike Norberg.

Dena and Mike were the two cadets selected to share the 1973 cadet flying scholarships awarded to deserving and qualified cadets.

## Cadet Doerner Earns Spaatz

**WILMINGTON, Del.** — Cadet Col. Steven A. Doerner of the Brandywine Cadet Squadron (Delaware Wing) recently achieved Civil Air Patrol's highest cadet award — the Gen. Carl A. Spaatz Award.

Steven has been in CAP since 1970 and presently holds the position as cadet commander of his unit. He has also participated in the Space Flight Orientation Course and International Air Cadet Exchange program.

Cadet Doerner, a rated pilot, is presently attending the University of Delaware where he is active in the Reserve Officer Training Corps.



**CADET DOERNER**

## Tradition Broken By Female

**ST. PAUL, Minn.** — For the first time in the 105-year history of the University of Minnesota Reserve Officer Training Corps (ROTC), a woman assumed command of the almost totally male Air Force Cadet Corps.

Sheila Pike, who began her Air Force career five years ago as a cadet in the South St. Paul Civil Air Patrol Squadron, credits CAP with her intense interest in an Air Force career.

"She's the best guy I had," Air Force Capt. Howard McClellan Jr. AFROTC Det. 15, said of Miss Pike's appointment.

"I believe in equal pay and recognition for equal work," Cadet Pike said, "but I'm certainly not the kind of woman that will go off and protest or push for a job I'm not qualified for."

She still takes an active interest in her "home" squadron in the South St. Paul. She visits the squadron meetings and gives the other cadets tips on the benefits of continuing their CAP involvement, perhaps leading them also to an Air Force career.



**CADET PIKE**

## CADET AWARDS

### EARHART AWARDS

April 1974

Paul S. Davidson 01024  
Joseph A. Cowell 02045  
David A. Cox 04091  
Melody L. Mullins 04363  
Tod S. Russell 07015  
Alan M. Ingalls 07015  
Robert A. Hinton 08103  
Kirby R. Anderson 08412  
John R. Nedderman 13002  
Jerome D. Dover 14056  
Patrick S. Duff 14056  
Linwood A. Hutchinson 17035  
William H. Trail 18069  
Louis T. Butler 18072  
William F. Hagen 20164  
Steven G. Spande 21034  
Cutter G. Brimacombe 26026  
Raymond A. Miller 29067  
Sandra D. Sullivan 29087  
Lawrence Kudelka 29090  
Gregory S. Parker 31131  
Raymond J. Castagnaro 32048  
Raymond E. Craig Jr. 34171  
Frederick A. Rinehart 34171  
Bianca S. Rauch 37026  
Kenneth G. Worhatch 37123  
Mark R. Bonner 37133  
Bryan J. Rusenko 37133  
Janet L. Barrick 37214  
Kevin S. Terbuue 38023  
Walter R. Jones 38023  
John T. Pepper Jr. 42179  
Jeffrey S. Linknecht 47013  
Michael E. Segle 47060  
Randy K. Walls 50028  
Jeffrey A. Mahar 52061  
Angel Perez 52066  
Carmen Rodriguez 52066

Robert H. Stocking 04180  
Jim A. Harner 04224  
Richard J. Hiel 04261  
Maureen L. Mullins 04363  
Tammie V. Reams 04363  
Alfredo Robledo 04386  
Richard L. McBride 05023  
James N. Freestone 05023  
Kevin D. Parviz 05068  
Kurtis Center 07008  
Harry A. Seipp 07016  
Kitty L. Lewis 07016  
D. L. Chilcote II 08103  
Charles G. Hintze 08104  
Joe L. King 08160  
Erik T. Feyer 08160  
Kenneth E. Gilpin Jr. 08176  
Timothy G. Anderson 08176  
Jose A. Garcia 08236  
Melquides Lameias 08236  
Larry A. Moody 11008  
David R. Sanford 11008  
Charles L. Nickerson 13065  
Clinton L. Garman 14031  
David A. Smith 14100  
Dennis J. Ponnese 14100  
Steve R. Pepoon 14100  
Susan K. McFadden 15007  
Jay C. Rhoten 15058  
Eric C. Fenstermaker 16018  
Donna J. Hoffmann 16075  
John T. Pepper Jr. 18011  
Jeffrey S. Linknecht 18021  
Peter D. Definbaugh 18072  
Francis J. Morehouse 19002  
Kenneth J. Terry 19012  
Gerald R. Doris 20117  
Shelley Mitchell 22047  
Terry C. Watts 23023  
Garry L. Hasty 23057  
Donald Spies 23057  
John J. Mueller 23084  
Timothy L. Cowden 23088  
James E. Gaylor 25017  
Kevin C. White 25086  
Anthony J. Rava 25086  
William H. Rinkewich 31030  
Joseph R. Skiff 31073

Jeffrey P. Panza 31116  
Thomas J. Tighe 31131  
Eric S. Smith 31158  
James M. Weber 31167  
Michael H. Schoedel 31189  
Donald P. Piarulli 31189  
Charlotte M. S. Garand 31201  
Robert Sabatino 31227  
James T. Garavuso 31227  
Steven R. Gullberg 31294  
Margaret M. McGowan 31307  
Michael A. Peters 32002  
Don J. Campbell 33005  
Kathleen A. Yingling 34037  
Cheryl L. Reinke 34046  
Becky J. Boyle 34046  
Allyson A. Creager 34096  
Robert G. Bucklew 34104  
John M. Todd 34194  
Gregory V. Wynn 35074  
Clifford R. Bannister 35074  
Jerrold J. Warthman 37009  
Thomas R. Morris 37025  
Mary Ann Supplee 37102  
Richard Secoolish 37102  
Robert L. Nicholson 37102  
Michael E. Handley 37180  
Steven C. Stemsrud 40018  
Donald D. Johnson 40031  
Jennifer J. Kraft 40050  
Robert F. Eldridge 42007  
James W. Andrews III 42004  
David K. Moore 42008  
O. Dean Dairymple 42054  
Aaron M. Talley 42187  
Joseph A. Rinehart 43002  
Lloyd B. Showalter 43002  
David R. Dickerson 43040  
Sandra L. Markarian 43102  
Susan M. Burkland 43052  
John A. McCoy 47060  
Elizabeth A. Boggs 47066  
Terry L. Moore 47068  
Gary G. Fennig 48018  
Michael C. Odell 48112  
George W. Blanton 48126  
Randy D. Berg 50056  
Angel M. Juan 52060

### MITCHELL AWARDS

April 1974

Robert W. Maxfield 01005  
Daniel W. Clifton 01034  
Stanley A. Myers 03063  
Warren O. Davis Jr. 04015  
Allen N. Boober 04016  
Laura A. Boardrow 04096

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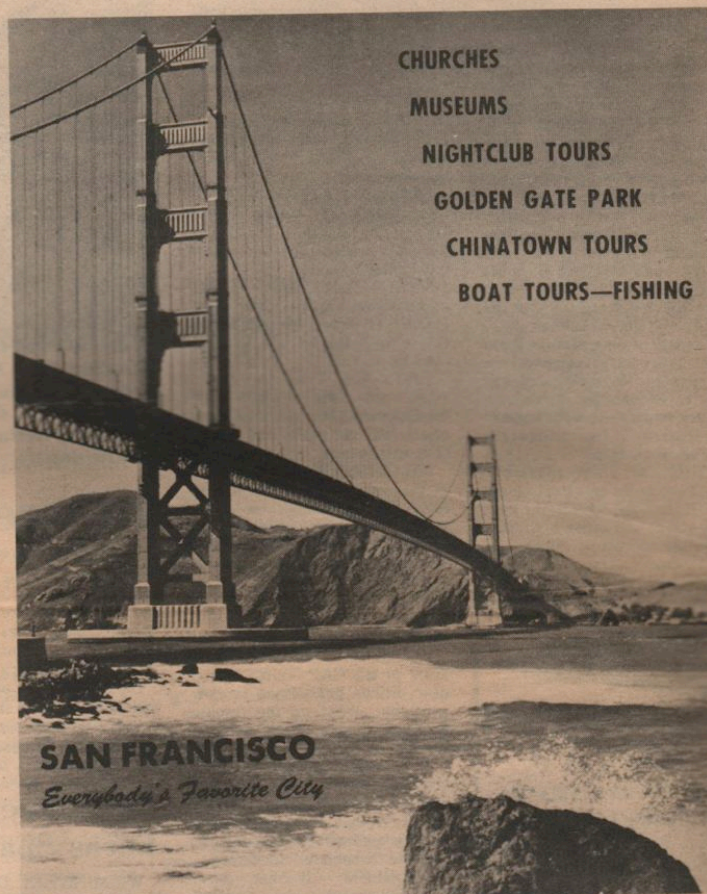


# CIVIL AIR PATROL Invites All Members To Its NATIONAL BOARD MEETING/CONVENTION

**San Francisco, Calif.—Sept. 20-21**

## ACTIVITIES

- Personnel/Senior Training Seminar
- Information Officer Conference
- Communications Seminar
- CAP Cadet Program
- Chaplain's Committee
- AOPA Scan Training
- National Aerospace Education Advisory Committee
- Reserve Seminar
- Logistics Seminar
- Aerospace Education Members
- Operations/Emergency Services/Safety Seminar



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	\$250-400 <input type="checkbox"/>				\$250-500 <input type="checkbox"/>	

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